



Brighton & Hove Highways Winter Service Plan 2016-17

This Highways Winter Service Plan incorporates the policy and operational provision of Brighton & Hove City Council's service for clearance of snow and ice on the city's streets. It also provides advice and information for residents and businesses.



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1 *Summary*

This document provides detailed information about the council's highway winter service, specifically relating to public roads and pavements. It is worth noting that other agencies and council sections also have winter plans and policies which support their service objectives.

2 *Objective*

The Railways & Transport Act 2003: Section 111 – Highways, Snow & Ice, amends the Highways Act to give local authorities a duty, as far as is reasonably practicable, to ensure that the safe passage along a highway is not endangered by snow and ice.

The Traffic Management Act 2004 places a network management duty on the local authority to secure the expeditious movement of all users.

The objective is to provide a winter service which will permit, as far as is reasonably possible, the movement of traffic on designated roads throughout Brighton and Hove. It also aims to keep to a minimum delays and accidents brought about by adverse cold-weather conditions.

The Highways Winter Plan and budget are specifically targeted at dealing with cold weather events (i.e. ice, frost, sleet and snow). However, the identified gritting network (the city's 'critical road network') and associated operations also helps inform the highway authority's response to other severe weather events such as storms or flooding.

3 *Service overview*

The service covers all main roads and all bus routes within the city, plus access to emergency service depots.

In normal winter conditions, this is achieved by pre-salting the road network to prevent ice or frost forming.

In snow conditions, it is unachievable to spread sufficient salt to melt more than a very thin layer of snow and/or ice. Under such circumstances, the aim is to reclaim the network as soon as possible and particularly once snow has ceased falling.

Pavement clearance will also be carried out during snow events. Grit bins are provided across the coldest, steepest areas of the city for the public to use.

The service operates from 1 November until the end of March, 24 hours a day, 7 days a week. The period may be extended on a day-to-day basis by the Head of Highway Asset & Network Management in cases of severe cold weather continuing into April or starting earlier in October.

4 *Winter Weather Conditions*

Winter weather conditions which are managed are:

- **Snow** – fairly rare, but it does cause great difficulties due to its infrequency, partial melts/refreezes, the topography of the city and the resources needed for clearance.
- **Ice** – occurs when conditions are freezing and wet.
- **Hoar Frost** – is formed from white ice crystals. We only deal with this when it forms on roads making them slippery. This should not be confused with low-level frost, such as the white frost that appears on car roofs or vegetation in the mornings.
- **Freezing rain** – is rain which freezes as soon as it hits the road surface. This is a rare occurrence but difficult to treat because of the timings between rain washing off the treatment and the roads freezing. It also creates very hazardous conditions which may not be easily visible e.g. black ice.

Extreme or severe winter conditions are defined as an event where the snow is over 50mm (2 inches) and is predicted to remain on the ground for longer than 36 hours.

5 *The Highways Winter Service*

5.1 *Gritting*

The service carries out gritting treatments on designated roads in advance of or during/after ice/snow. In extreme conditions it also carries out pavement treatment on designated public thoroughfares. Grit bins and grit drops are provided for local self-help.

5.2 *Routes*

The priority is to keep major routes treated and passable. These are generally all the 'A' roads, most of the 'B' and 'C' roads and other roads of local importance, e.g. all bus routes. A total of 192 miles of main routes around the city will be treated if weather conditions require it. This is nearly 50% of the entire road network in the city. It is simply not possible in terms of time and resources to treat every road in the city.

The aim is to use the resources available as effectively as possible and bring the greatest benefit to the most utilised roads in our network.

There are four levels of routes which the Council will use depending on the severity of the weather conditions and the variables which can affect it. They are listed below in order of increasing severity according to climatic zones and weather conditions:

- **Hilltop Routes (Level 1):** The routes are mainly based in the northern hill top areas of Brighton and Hove where frost is more likely to form in marginal conditions. Also routes that may be used for post-treatment where snow has settled only in these colder areas.

- **Standard Routes** (Level 2): This covers the main roads, bus routes, and roads leading into emergency service depots, hospitals, important commuter routes, and shopping centres. These routes are commonly used for pre-salting and gritting before frost and icy conditions. These routes do not cover the warmest parts of the city.
- **Full Routes** (Level 3): These are extended versions of the Standards Routes and cover more of the city's roads. These routes are commonly used in advance of snow or in extremely cold conditions where all of the city will be affected.
- **Priority/Snow Routes** (Level 4): These are limited variations of the Full Routes. They are used when sustained snow or ice conditions are causing severe disruption and the routes need to be reduced to maintain the core of the city. This is usually when the snow is over 100mm (4 inches) and predicted to fall continuously or frequently within 24 hours or to remain for longer than 24 hours. When there are severe or sustained adverse weather conditions the gritting or ploughing needs to occur more intensely on the vital routes in order to try and keep these roads operable. They include roads around the main hospitals and the main arterial routes. These routes may also be employed if for any reason there is a reduction in the usual available resources, such as personnel, vehicles or materials.

5.3 Pavements

During periods of prolonged heavy snowfall, designated pavements are cleared in priority order - central shopping areas and pedestrian routes and around hospitals first, followed by other important pavements and local shopping areas.

It is not possible to clear all these designated pavement routes at once hence the priority order.

If forecasts are predicting heavy snow or extremely cold temperatures, core city centre pavements may be treated in advance although this depends on available resources. (Extremely cold temperatures = around -3 degrees in damp weather or -5 degrees in dry weather).

If snow has only settled in colder outlying areas and the city centre is clear, we will focus our resources on areas needing clearance.

5.4 Treatments

There are two types of treatment:

- **Precautionary Salting** - The application of salt to carriageways on routes usually in advance of frosty and icy conditions (often referred to as spreading, gritting or pre-salting).
- **Post-treatment** – the application of ploughing, salt, a salt/grit mix or grit (sharp sand) to carriageways following snow and depending on the depth and severity of the snowfall. Also refers to the application of hand or machine clearance to pavements following snow.

5.5 *Materials*

Salt is the main material used in the winter service.

Available alternative de-icers are regularly reviewed. However, such alternatives would require different storage conditions and may also have their own environmental disadvantages. Therefore, as the temperature seldom falls below minus 5°C, salt is used almost exclusively as the means of treating ice or snow on the highway.

As it is impracticable to spread sufficient salt to melt more than a thin layer of snow, ploughing and/or grit may be used when snow is of sufficient depth. A salt/grit mix may also be used to aid traction and break down compacted layers. For extreme snowfall, pure grit may be spread to assist with traction.

The council is dependent on the national salt supply chain to replenish its stocks. Brighton & Hove has stored as much salt as it is able to do in advance. The winter service plan will therefore be carried out to the best of our ability but also according to available resources and identified national and local priorities.

5.6 *Salt Storage*

The council has a contract in place for the supply of salt. This is delivered by boat from one of the two salt mines in the country direct to Shoreham Harbour. It is then stored outdoors at our Hollingdean Depot and the gritters load up and go out on their routes from here.

The average amount of salt used per winter is about 800 tonnes. In very cold winters, this usage can rise to around 2,000 tonnes. In a recent mild winter, we used 270 tonnes.

Brighton & Hove has limitations on how much the council can store in advance and must also balance purchase against lifespan/likely usage of the stock. Just over 1,200 tonnes is stored at our depot at the beginning of winter.

As we have no options to increase salt storage within our boundaries, we can arrange with our contractor for additional storage at Shoreham Harbour.

5.7 *Our Equipment*

7 gritters

7 ploughs for use with the gritters

6 hand spreaders used for footways and cycleways

1 machine pavement gritter

We may also have access to 3 tractors in severe weather conditions

We may also have the use of 3 JCB's in severe weather conditions

6.1 *Responsibility for the Highway Winter Service*

The Highways/Transport section in Brighton & Hove City Council is responsible for this Winter Service Plan, for decision-making and for co-ordination of the operational requirements.

This section also provides the majority of the resources and equipment, including salt and gritting materials, vehicles, and training provision for the gritter drivers and any other personnel involved in the Highways Winter Service.

The Highways Winter Service is reliant on Winter Duty Managers (WDM) to perform the organisational and operational functions during the Winter Service Period, supported by the Head of Highway Asset & Network Management.

6.2 *Decision-making*

The Winter Duty Managers (WDMs) use the latest technology in weather forecasting to decide what is required to protect road users during cold weather. They will assess the weather forecast for a 24-hour period combined with local weather station data, local knowledge and information from external sources (e.g. meteorological agencies) in order to decide what action is necessary.

The WDM instructs the depot co-ordinators and gritter drivers about which work needs to be carried out and when.

The 3 WDMs are on a standby rota during office hours, out of office hours, at weekends and during holiday periods such as Christmas and New Year.

Winter Duty Managers are volunteers from within the Highways/Transport section of Brighton & Hove City Council who all have regular day-to-day jobs. Winter duties are in addition to their normal roles so please be aware of this if awaiting a response to queries.

6.3 *Other teams involved in the Winter Gritting work*

Highways work with Cityclean as the Winter Service “contractor.” Cityclean provide the staff required to carry out the machine and manual spreading and ploughing operations. Cityclean drivers maintain a 24-hour standby rota for all of the gritter driving whilst other Cityclean staff may be required to respond to a winter event at the request of the WDM and under the Head Of Operations at Cityclean.

Highway contractors are used for tasks such as filling up grit bins and for pavement clearance under the direction of the WDM. Cityparks staff may also assist with vehicle provision, grit drops and clearance in the event of heavy snowfall.

Provision of additional staff for manual winter tasks is dependent on what other duties may need to be carried out such as refuse collection. Apart from road gritting, such tasks will not be carried out during night time for safety reasons.

Other sections of the council and other services (such as fire, police and NHS) will also have plans in place to deal with severe weather incidents. The Highways team consult on this winter service plan with other service providers to ensure that our highway gritting routes best suit their needs as much as is practicable.

6.4 Weather Forecasting

Brighton & Hove City Council has several key weather forecasting tools to help in predicting and deciding on action to be taken.

There are 4 weather outstations situated in strategic locations across the city. These stations provide information such as air and road surface temperatures, humidity and wind speed /direction. The information is retrieved remotely by computer and displayed as a minute-by-minute feed using a tailor-made IT system.

We also have a contract with an expert major weather forecasting company to provide the weather forecasting for the city. During the winter period, twice daily forecasts are sent. Additional updates can be asked for by a Winter Duty Manager to confirm or track potential changes.

Thermal mapping was originally used for the purposes of establishing gritting routes and priority risk areas. Thermal mapping is able to identify which sections of road are cooler or warmer than average due to the lie of the land, type of construction, traffic flows and other factors which can affect road temperature.

Over a winter season, weather forecasts are approximately 90 percent accurate. Typically, this means that there are several days when a road frost or other freezing conditions are not forecast but will still occur. Similarly, there are some forecasts which predict ice and snow conditions which do not occur.

6.5 Communications

The Communications team will post regular updates on the Council's website informing of severe weather conditions, advice on self-help and on movements across the city during extreme of adverse weather conditions.

Search under Roads and Highways, Road gritting on: www.brighton-hove.gov.uk
Or go to: www.brighton-hove.gov.uk/snow

The Environment Customer Centre based at Cityclean's depot will handle most of the direct enquiries to the council.

There are over 420 salt/grit bins on the public highway throughout Brighton and Hove with some additional bins provided for important council or NHS community facilities.

The grit bins have been made available at sites which are not usually near a gritting route. The coldest areas of the city particularly on steep hills are our priority.

These bins are for residents of Brighton and Hove to use the salt/grit for self-help on roads and pavements.

Housing also provides grit bins/grit for some areas of housing-owned land. These are usually locked, whereas Highways bins are not. For further information, please see Housing's Adverse Weather Policy.

Additional salt/grit piles will be placed in strategic locations across Brighton & Hove at the discretion of the Winter Duty Manager during snow events.

Compared to some other authorities, we supply a high quantity of salt/grit for the public, within what is a relatively small geographical area. This is because we recognise that Brighton & Hove is a mainly urban area built on hills. However, provision of grit bins needs to be balanced against the capability to refill within a reasonable timescale, as well as available resources such as salt and grit.

It is not possible to supply any more grit bins on the highway. This is because it would take far too long to fill them quickly during extreme weather and with finite resources we cannot keep expanding the number of grit bins that we then need to service.

The installation of a bin at any new site would only be achieved by removing a bin currently installed elsewhere in the same ward, having consulted with ward councillors and with written agreement to the substitution.

Grit bins are only filled once per year at the beginning of the season, except in extreme/severe winter conditions. Extreme winter conditions are generally defined as where snowfall is greater than 50mms (2 inches) and predicted to remain on the ground longer than 36 hours. In such circumstances, the winter contingency fund will be used to cover the additional costs of refilling the bins.

It will not be possible to fill every grit bin immediately – it can take up to two weeks to get round every area in the city depending on accessibility and available resources.

8.1 *Brighton & Hove/other Authorities' boundaries*

Highways England:

- National roads including A27, Brighton bypass, A23 north of the A27 Junction

East Sussex County Council:

- Falmer and Saltdean border

West Sussex County Council:

- Fishergate border and Devil's Dyke border

8.2 *Co-ordination with Neighbouring Highway Authorities*

Highways Authorities will manage their own winter services within their own boundaries unless assistance is requested. In that event, levels of assistance will be determined on a day-to-day basis.

Due to concerns regarding liability issues, reciprocal treatment arrangements with other neighbouring Highways Authorities ceased in 2006-07. However, in the event of extreme winter conditions or other business continuity issues the Head of Highway Asset & Network Management will liaise with members of East and West Sussex County Councils and with Highway England.

Partnership work with these other authorities seeks to continuously improve internal communications and messages to our public.

9 *Frequently Asked Questions*

Grit or Salt?

Although most of us call it gritting there is in fact no grit involved in precautionary treatment. (Precautionary treatment or pre-treatment is where we treat the roads in advance of frost, ice or snow).

What we spread on the roads is rock salt taken from an underground mine. It is similar to the rock salt you would grind into your food, but of a size and composition for road use.

Grit (or sharp sand) is used as post-treatment on its own or in a mix with salt. (Post treatment is where we treat the roads during or after severe ice or snow). Grit helps with traction and breaks down layers of ice and snow.

What does salting the roads do?

We spread salt onto the road. This works best when it goes into a solution, which is why we rely on the tyres of cars passing over the top of it to crush the salt onto the road. This then forms a solution with a higher de-icing capability.

Water freezes at 0°C. Salt stops water from freezing until about -6°C to -8°C, depending on the quantities of each. So the salt solution means the snow or ice will freeze less or melt quicker, depending on other factors such as dryness, wind and depth.

In theory, salt has the potential to melt snow at temperatures as low as -20° C but is not a very efficient treatment in extreme cold. Salt becomes much less effective as temperatures start to drop towards -5°C and almost ineffective at lower temperatures or in very dry conditions. With anything more than a thin layer of snowfall, salt will not make a difference. In all these circumstances, its use becomes practically, economically and environmentally difficult.

In extremely low temperatures, or heavy snowfall, a mix of salt/grit or pure grit may be used to aid traction and to break down compacted layers of snow and ice. Ploughing is also used if the depth of snow allows this but cannot clear away all of the snow (e.g. around speed humps).

When and how do you salt the roads?

We salt the roads to prevent icy conditions when we are expecting ice or frost.

We also salt the roads when snowfall is predicted. We know the salt is unlikely to stop the snow settling unless it is a very light snowfall/sleet. However, it acts as a de-bonding layer under the snow and makes it easier to plough.

Each route is planned to achieve a maximum of three and a half hour response time from leaving the depot to completing the route prior to ice forming.

In snow conditions, routes will take longer: for example, in heavy traffic or when ploughing due to the care needed to manoeuvre the additional vehicle width in our narrower roads.

Which areas of the city are salted?

Salting depends on how severe the weather conditions are. It may be necessary to salt the coldest areas only or alternatively to salt all main routes.

Resources are focused according to priorities on identified gritting routes which include

primary roads (all 'A' roads), hospital, ambulance and other emergency service areas, the majority of 'B' roads and other important roads such as bus routes.

Why are salted roads sometimes still icy/why does snow settle?

Despite the high level of service provided, no guarantee can be given that treated roads will always be completely clear of ice, frost or snow.

This can be for various reasons:

- It takes time for the salt to become effective after roads are salted
- Rain, running water and water leaks can wash salt off roads leaving them prone to re-icing.
- In severe cold weather (falling to and below -5°C) even salt is not guaranteed to prevent roads from icing.
- Salt will not melt anything more than a very thin layer of snow.
- In heavy ice or light snowfall, salt treatments are only effective on roads with heavy traffic but too much traffic can also disperse the salt quite quickly.
- Salt is less effective in very dry conditions as it needs to form a solution to work effectively.
- Very windy conditions disperse a proportion of the salt before it can work into a solution.
- If freezing conditions follow rain or the rain freezes as it falls, ice will form on the roads before the gritter has been able to salt them, or the rain may wash existing salt away.
- Dawn frost occurs on dry roads where early morning dew falls on cold road surfaces and freezes on impact. It is not possible to forecast with any accuracy where and when this may happen.
- Gritters may be unable to make progress due to traffic congestion or vehicles abandoned in the snow/ice.
- Roads further out from the city centre areas are generally much colder, often receiving more snowfall and allowing snow to settle and remain longer.
- Some roads are too narrow for the gritters when they have ploughs on.
- Ploughing is not very effective over speed humps, steep junctions, pronounced cambers and crowned roads.
- Over a season, weather forecasts are approximately 90 percent accurate. In most winters, this means that there are several days when a road frost is not forecast but will still occur.

Drivers should remain vigilant and aware of the need to drive with due care at all times, especially when damp conditions are followed by freezing temperatures.

Do you close roads in icy or snowy weather?

It is our policy to work with the Police in closing roads. However we do not tend to close roads during winter weather. This is because not all roads are treated and because in heavy snowfall or very icy conditions, even treated roads may still have snow/ice on them.

It would not be feasible to close all these roads. Motorists are advised to drive with caution on all city roads during cold winter weather.

Do you salt the pavements?

We have approximately 1,100 km (687 miles) of pavement in the city. Many pavements are too narrow to be salted by machine. We do, however, place salt/grit bins at locations in the coldest, steepest parts of the city for anyone to make use of. We will clear snow away from designated pavements after prolonged heavy snowfall.

As with roads, pre-salting pavements is only effective if there is heavy footfall to help the treatment work and the snow is not too deep. So we clear most pavements only after snowfall. We have identified Priority 1 and 2 pavements, which are where the greatest number of people will be using central or local services.

If we get enough warning from the forecast, and resources permit, we may pre-salt the city centre pavements in advance of snow because we know there will be enough footfall in this warmer area of the city to help this treatment make a difference.

Pavement clearance is a lengthy labour-intensive task by hand spreading, so operationally and practically this work requires a high level of resources.

We have a pavement gritter which is faster but still requires time and resources to operate, including regular refills.

The ice or snow may melt during the day of its own accord. Therefore the Winter Duty Manager must decide on priorities, how heavy the snowfall is and when the snow may be likely to clear naturally due to improved weather conditions as well as when clearance will be most effective (e.g. in heavy and continuous snowfall, clearance may need to wait until it stops because all efforts would be immediately covered over again).

Generally pavement clearance will be instructed in extreme conditions i.e. when the snow is over 50mm (2 inches) deep and predicted to last more than 36 hours.

Snow that has compacted into ice, or has partially melted and then re-frozen is extremely difficult to clear either by hand or by machine. We can only get round a certain number of pavements with the staff and time that we have. This is why we encourage people to help clear snow from pavements whilst it is still fresh, where possible and if they are able to do so.

What are salt/grit bins for?

Salt bins are provided at 420 locations in the city, on steep road junctions or hills. They are not usually placed on major salting routes or in flatter, warmer areas of the city. They are there for anyone to make use of on the public highway in icy weather.

How do I ask for a refill of a salt/grit bin?

Please email

gritbinrequest@brighton-hove.gov.uk or complete our online application, stating the exact location of the bin.

Grit bins are only filled once at the beginning of winter unless there is a severe snow event.

Please note that no new grit bins will be supplied on the public highway. This is because we have now reached the limit of what we can sensibly and practicably keep supplied. To request the removal or relocation of an existing bin only, please e-mail gritbinrequest@brighton-hove.gov.uk

What can I do to help?

You can apply table salt to paths, pavements and driveways. During frosty and icy conditions one tablespoon per square metre is generally all that is needed.

Snow: shovel, sweep, salt

Firstly, try to **shovel** it out of the way, into the gutter or somewhere it won't cause a trip hazard. You can then **sweep** away the remaining residue with a broom, and apply **salt** onto the pavement. One tablespoon per square metre will be enough for a cleared area.

Grit can also work by giving traction on compacted icy surfaces.

Finally, if you are clearing snow from pathways or cars, please don't use any water – boiling or otherwise. The problem with water is that it can very quickly re-freeze, leaving dangerous black ice.

Driving Advice

Please remember to drive with caution during freezing weather. The Highway Code makes it clear that drivers should always drive according to the weather conditions. Before setting out on a wintry day you should consider whether your journey is absolutely necessary.

If it is:

- check the local and national weather forecasts
- make sure you clear all the snow off your car including windows, headlights and roof
- listen to your local or national radio stations for travel news
- even if roads have been gritted, do not assume that they are free from ice, snow and frost

Before setting off on a journey make sure you have:

- Ice scraper and de-icer
- Fully charged mobile phone
- Warm clothes and a blanket
- First aid kit
- Torch and spare batteries

- Reflective warning sign
- Jump leads
- Food and a warm drink in a thermos flask
- Boots / Wellingtons
- Consider whether 'snow socks' for your car would be a useful investment

When driving:

- Remember it can take up to 10 times longer to stop in snow and ice
- Make gentle manoeuvres to remain in control
- Select second gear when pulling away to avoid wheel spin
- If hill climbing, try and avoid stopping on the hill. Try and leave lots of distance between you and the car in front. Try to keep at a constant speed and try to select the best gear before you get to the hill.
- When driving downhill, use engine braking by selecting lower gears. Leave plenty of room between you and the car in front.
- When using the brakes, use them gently. If you start to skid, take your foot off the brakes and reapply.

Walking Advice

As with driving, consider whether your journey is absolutely necessary. Assess the local conditions for how much ice or snow is present. Be particularly vigilant for black ice which may not be easily visible.

Tips:

- Don't wear shoes with smooth soles. Try putting stretch socks over your shoes to aid grip. You can also try spiked over-shoes, available from catalogues and via the internet.
- Be aware of the surface you are walking on. Don't try and run for a bus or run to cross a street.
- Use your arms to keep you balanced. Don't put your hands in your pockets when walking and avoid carrying heavy loads which could imbalance you.
- Try and remove as much snow as possible from the bottom of your shoes, periodically, as you are walking.
- Walk "small". Avoid a tall, erect marching walk.
- Just because a path has been cleared, do not assume it is free from ice and won't be slippery.
- Assume all wet and dark areas on pavement are slippery and icy.
- Be careful when getting in and out of vehicles. Use the vehicle as support when getting in and out.
- Try and walk on grassed areas where possible as this gives better traction.
- Point your feet out slightly. Spreading your feet like this will increase your centre of gravity. Extend your arms to maintain balance and take short steps.
- If you are going to fall, try and fall on your side. Avoid falling on your knees, spine or trying to stop your fall by putting your arm out.
- If falling, try and relax your muscles. You will injure yourself less if you are relaxed.
- Watch where you are stepping and go slowly.

Available at www.brighton-hove.gov.uk/maps



For locations of bins, please: see www.brighton-hove.gov.uk/maps

A mixture of salt/grit is stored in bins at various roadside sites throughout Brighton and Hove as self help for residents.

Brighton and Hove as a city is now at capacity in terms of the quantity of highway grit bins that it can service. Therefore the installation of a bin at any new site would only be achieved by removing a bin currently installed elsewhere in the same ward, having consulted with ward councillors and with written agreement to the substitution.

It is not practicable or possible to provide grit bins and maintain them on all side roads of the city. So to enable a fair distribution of grit bins where most needed the following criteria was used in assessing requests. The criteria below is a guide and not exhaustive.

- At junctions away from main [Gritted] roads with a gradient in excess of 1 in 10 [10%] and where vehicle flow exceeds 200 vehicles per day.
- On hills with gradients in excess of 15% [Non Gritted Routes], where vehicle flows are more than 200 vehicles per day.
- On hills at locations with gradients in excess of 20% (1 in 5) whatever the vehicle flow, and is not gritted.

Grit bins for carriageway/footway use will not be provided:

- On roads that form part of precautionary or secondary gritting routes, except at known points of difficulty on steep gradients, subject to site assessment.
- Where they attract anti-social behaviour or cause nuisance to nearby residents.
- Where their provision would create a further proliferation of street furniture to the detriment of disabled or visually impaired people and/or the community.
- At locations where there are no residents or community in close proximity and where the bin is unlikely to be used.
- On un-adopted highways whether subject to future adoption or not.

Priority areas for treatment are listed below, based on locations with the greatest footfall. However, direction of resources to an area will be determined at the time of a major winter event by the Winter Duty Manager in conjunction with the Head of Operations at Cityclean. If the city centre is clear of ice/snow or once these areas are treated, resources will be directed to local areas of importance in the most affected of the city's locations, such as priority shopping parades and other local amenities.

Area 1

Church Road (Hove Street to Palmeira Square)
Palmeira Square (entirety)
Western Road (Palmeira Square to Montpelier Road)
George Street (entirety)
Blatchington Road (Sackville Road to Goldstone Villas)
Goldstone Villas/Station Approach (up to Cromwell Road)
Norton Road (entirety)
Station Road/Boundary Road/Carlton Terrace (entirety)
Portland Road (Sackville Road to Coleman Avenue)

Area 2

Western Road (Montpelier Road to Clock Tower)
Dyke Road (Clock Tower to Old Shoreham Road) (seven dials pelican crossings to be gritted)
Marlborough Place/Gloucester Place/St Georges Place to Cheapside
Trafalgar Street (entirety)
Queens Road (Station to Clock Tower)
New Road (entirety)
North Road (entirety)
Church Street (entirety)
Gardener Street (entirety)
Kensington Gardens/Street (entirety)
Sydney Street (entirety)
Bond Street (entirety)
North Street (Clock Tower to St James Street) (across Old Steine Included)
Terminus Road (entirety)
Guildford Road (entirety)

Area 3

A23 (St Peters Church to Aquarium) (both sides of A 23, but just the outside edges – not inner pavements)
Edward Street (Pavilion Parade to Egremont Place)
John Street (Edward Street to Carlton Hill)
William Street (entirety)

St James Street/Upper St James Street/Bristol Road/St Georges Road (to College Place) (entirety)
Eastern Road (Abbey Road to Bristol Gate) (in front of RSCH)
Bristol Gate (Eastern Road to RSCH entrance) A&E entrance.
Sudeley Terrace (entirety)
Paston Place (Eastern Road to Sudeley Terrace)
Rottingdean High Street (A259 to The Green)
Longridge Avenue (A259 to Wicklands Avenue)
Circus Street (entirety)

Area 4

The Lanes: Meeting House Lane (entirety)
Nile Street (entirety)
Market Street (entirety)
Brighton Place (entirety)
Union Street (entirety)
East Street Lane (entirety)
Steine Lane (entirety)
Bartholomews/Prince Albert Street/Ship Street (entirety)
Duke Street (entirety)
Air Street (entirety)
West Street (entirety)
Russell Road (entirety)
Cannon Place (entirety)
Kings Road (West Street to Preston Street - north side only)
Preston Street (entirety)
Pool Valley (entirety)
East Street (entirety)

Area 5

The Level (footway/cycleway on all 4 sides)
London Road (Stanford Avenue to St. Peters Church) (Both sides of London Road)
Baker Street (entirety)
Oxford Street (entirety)
Lewes Road (Vogue - Elm Grove)
Around St. Peters Church
Richmond Terrace (Elm Grove to St. Peters Church)
Elm Grove/Southover Street/Queen's Park Road
Elm Grove (from Queens Park Road to Freshfield Road) Footway in front of the hospital.